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U.S. OFFICIALS ONLYCENTRAL INTELLIGENCE GROUP
INTELLIGENCE REPORT

COUNTRY Poland

DATE:

SUBJECT State Car Works, Breslau (Formerly
Linke und Hoffmann)

INFO.

DIST 20 May 1947

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SUPPLEMENT

STATE	WAR	NAVY	JUSTICE
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1. Workshop VII of the Panstwowa Fabryka Wagonów, Wroclaw (formerly Linke und Hoffmann Werke, A.G.) which has now been put into commission is constructing coal cars of the German 2.0mmu type.

In December 1945	42 such cars were produced.
" January 1946	93 " " " "
" February 1946	140 " " " "
" March 1946	170 " " " "
" April 1946	210 " " " "
" May 1946	230 " " " "
" June 1946	285 " " " "
" July 1946	340 " " " "

Total: 1,510 coal cars.

2. The day shift in workshop VII numbers 940 workers and the night shift, 580. The extent of the production (planned to reach one thousand cars monthly average by January 1947) depends on the delivery of machine tools and, in particular, of welding transformers.

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The transformers of Polish make turned out by the Biegniewicz, Warsaw, and Elektrobudowa, Lodz firms, have proved unsuitable because of defects in manufacture. The production figures also depend on punctual deliveries from steel mills.

3. In December 1945, the Ministry of Industry asked for the construction of coal cars which could be used on the Soviet broad gauge. The management of the P.F.W. and the Central Planning Bureau turned this order down, stating that their equipment did not allow ready adaptation to coal cars for use on broad gauge lines and that all production plants would have to be shut down for three months. The reasons given were not based on actual fact. The Ministry repeated the order and, in April, a commission arrived in Breslau. After investigation, the commission which consisted of persons who had very little knowledge of the problems involved, supported the factory's statement. In spite of the verdict of this commission, the Ministry issued orders that the factory must gradually adapt itself to the production of broad gauge cars, to begin in September 1946.

4. The production of a coal car takes approximately 470 work-hours (before

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the war, the Lilpop concern produced them in 310 work-hours). The actual cost of making a coal car is about 230,000 zlotys, but the Ministry of Communications pays the factory only 140,000 zlotys.

5. Workshops I and II have been reconstructed and are engaged in completing construction of three German passenger coaches and in overhauling some thirty tramway coaches for Warsaw. Preparations are also nearing completion for the production of passenger coaches, the manufacture of which is to be resumed as soon as certain machinery has been installed and supplies of auxiliary raw materials (glass, paints, soft furnishings, etc.) are ensured.
6. Workshops III and IV plan to resume production of tenders in October 1946. Drawings and blue prints as well as tools are ready for the most part. The reconstruction of the other workshops is still in hand and four private firms are engaged in this work in addition to the factory staff. By July 1946, some 350 million zlotys were expended on reconstruction work and a further 250 million zlotys have been allotted for the remainder of 1946.

7. Personnel

- a. Manager in Chief: Engineer A. Gutowski (formerly manager in chief of the Lilpop concern) appointed on 5 January 1946, member of the P.P.R.
- b. Technical manager: Engineer Dukowski (formerly manager of the "Parowozy firm), non-party
- c. Traffic manager: Engineer Stanislaw Komorowski, joined the P.P.R. in April 1946.
- d. Assistant Traffic manager: Engineer Roznowski (formerly working for Lilpop). Non-party.
- e. Head of the Central Planning Bureau: Engineer Zenowicz, formerly working for Lilpop; pre-war member of the P.P.S.

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8. The factory force numbered 4,200 workers and 600 black-coated employees at the end of July 1946. There were about 200 Germans including one white collar employee, engineer Koger, formerly employed as electrical engineer by the Linke Hoffmann Werke. He is now being encouraged to join the P.P.R.

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